

National Board MINUTES

**National Board Meeting Minutes
2-3 March 2001**

Washington DC

2-3 March 2001

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OPEN SESSION

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ATTEST:

OFFICIAL:

DAVID N. SIMMONS
Colonel, CAP
National Legal Officer

JAMES C. BOBICK
Brigadier General, CAP
National Commander

CIVIL AIR PATROL
NATIONAL BOARD MEETING MINUTES
2-3 March 2001
Washington DC

OPEN SESSION

CALL TO ORDERBrig Gen James C. Bobick, CAP
INVOCATION.....Ch, Col James Moore, CAP
PLEDGE OF ALLEGIANCECol Richard L. Bowling, CAP
ROLL CALL.....Col Robert L. Brooks, CAP

NATIONAL COMMANDER REMARKSBrig Gen James C. Bobick, CAP
SENIOR AIR FORCE ADVISOR REMARKSCol Dennis Parkhurst, USAF
EXECUTIVE DIRECTOR REMARKSCol Robert L. Brooks, CAP

NATIONAL BOARD

The National Board is comprised of the National Commander, Senior Air Force Advisor (also Commander, CAP-USAF), National Vice Commander, National Chief of Staff, National Finance Officer, National Legal Officer, National Controller, National Inspector General, the 8 region commanders, and 52 wing commanders.

NATIONAL OFFICERS

*Brig Gen James C. Bobick, CAP	National Commander
*Col Dennis Parkhurst, USAF	Senior AF Advisor
*Col Richard L. Bowling, CAP	Nat'l Vice Cmdr
*Col Joseph D. McMillan, CAP	Nat'l Chief of Staff
*Col Larry D. Kauffman, CAP	Nat'l Finance Officer
*Col David N. Simmons, CAP	National Legal Officer
*Col Andrew E. Skiba, CAP	National Controller
*Col Duddly L. Hargrove, CAP	National Insp. General

*Col Gene D. Hartman, CAP	Region Commander
Col Robert L. Vawter, CAP	Delaware
Col Lawrence L. Trick, CAP	Maryland
Col Franklin McConnell, CAP	National Capital
Col Alvah W. Sulloway, Jr., CAP	North Carolina
Col Robert T. Townsend, CAP	South Carolina
Col H. Click Smith, Sr., CAP	Virginia
Col Bernard E. Dalton, CAP	West Virginia

GREAT LAKES REGION

NORTHEAST REGION		*Col William S. Charles, CAP	Region Commander
*Col Donald N. Prouty, CAP	Region Commander	Col Joseph S. King, Jr., CAP	Illinois
Col Karen K. Payne, CAP	Connecticut	Col Glenn A. Kavich, CAP	Indiana
Col James F. Linker, CAP	Maine	Col Loretta L. Holbrook, CAP	Kentucky
Col Eric V. Schollmann, CAP	Massachusetts	Col Amy S. Courter, CAP	Michigan
Col Kenneth J. Herman, CAP	New Hampshire	Col Michael Jay Murrell, CAP	Ohio
Col Robert Alex, CAP	New Jersey	Col Larry S. Nack, CAP	Wisconsin
Col Richard A. Greenhut, CAP	New York		
Col Fredric K. Weiss, CAP	Pennsylvania		
Col Anthony L. Vessella, CAP	Rhode Island		
Lt Col James D. Rowell, CAP	Vermont		

MIDDLE EAST REGION

SOUTHEAST REGION

*Col Joseph C. Meighan, Jr., CAP	Region Commander
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Col Joseph H. Owens, Jr., CAP	Alabama
Col Antonio J. Pineda, CAP	Florida
Col Christopher Franklin, Jr., CAP	Georgia
Col Donald B. Angel, CAP	Mississippi
Col Gerald P. Irons, CAP	Puerto Rico
Col Joe C. Meighan III, CAP	Tennessee

NORTH CENTRAL REGION

*Col Shelia J. Waldorf, CAP	Region Commander
Col Rex E. Glasgow, CAP	Iowa
Col George M. Boyd, CAP	Kansas
Col Dale E. Hoium, CAP	Minnesota
Col Jeanette K. Lawson, CAP	Missouri
Col Bruce L. Marxsen, CAP	Nebraska
Col Thomas D. Weston, CAP	North Dakota
Col George L. Colombe, CAP	South Dakota

SOUTHWEST REGION

*Col Colin F. Fake, CAP	Region Commander
Col James A. Mooney, CAP	Arizona
Col Coleman C. Roth, CAP	Arkansas
Col Mary D. Berkowitz, CAP	Louisiana
Col James P. Norvell, CAP	New Mexico
Col Virginia P. Keller, CAP	Oklahoma
Col Thomas L. Todd, CAP	Texas

*National Executive Committee	16 Members
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ROCKY MOUNTAIN REGION

*Col David L. Floyd, CAP	Region Commander
Col John R. Buschmann, CAP	Colorado
Col Kenneth P. Salzman, CAP	Idaho
Col Martin D. Bourque, CAP	Montana
Col Lynda C. Robinson, CAP	Utah
Col John M. Scorsine, CAP	Wyoming

PACIFIC REGION

*Col Phillip S. Groshong, CAP	Region Commander
Col Stephen A. Franklin, CAP	Alaska
Col Larry F. Myrick, CAP	California
Col Daniel D. Bowen, CAP	Hawaii
Col Matthew B. Wallace, CAP	Nevada
Col Virginia A. Thompson, CAP	Oregon
Col Dale E. Newell, CAP	Washington

OTHER CORPORATE OFFICIALS

Col Robert L. Brooks, CAP	Executive Director
Col Scott Hamilton, CAP	Assistant Executive Director
Col Stanley H. Leibowitz, CAP	General Counsel
Mr. Paul J. Capicik	Director, Mission Support
Mr. Don R. Rowland	Director, Plans & Requirements
Mr. James L. Mallett	Director, Aerospace Education & Training
Mr. William R. Bean	Director, Cadet Programs
Col Scott Richards, CAP	Director, Personnel
Mr. Thomas E. Hicks	Director, Fin. Management
Ms. Mary Nell Crowe	Director, Marketing & Public Relations
Col Glen Atwell, CAP	Director, Operations
Mr. Michael Button	Director, Logistics

AGENDA ITEM 1

XP-01-0301

Information

**SUBJECT: USAF/XO
Brig Gen Bobick – CAP/CC**

INFORMATION BACKGROUND:

USAF/XO or a representative will address the National Board on current USAF initiatives concerning the Civil Air Patrol.

BRIG GEN ROBERT D. BISHOP, JR., USAF Deputy Director of Operations and Training, Deputy Chief of Staff for Air and Space Operations, HQ USAF presented a slide briefing entitled, “HQ USAF Update Support to our Auxiliary” (Atch 1).

AGENDA ITEM 2

LG-01-0301

Information

**SUBJECT: Cessna Aircraft Presentation
Brig Gen Bobick – CAP/CC**

INFORMATION BACKGROUND:

Cessna Aircraft will brief the National Board on recent aircraft developments and changes that can be expected in the future.

MR. BARRY WELLS, Service Representative, Technical Information Services of Cessna Aircraft, presented a briefing, which included the following areas.

Maintenance Providers—main focus keeping CAP airplanes in the air.

Service information:

Cessna owner advisories

Warrantable items

Recent aircraft developments and changes

AGENDA ITEM 3

LG-02-0301

Information

**SUBJECT: Boeing/Autometric Presentation
Brig Gen Bobick – CAP/CC**

INFORMATION BACKGROUND:

Boeing/Autometric will present an overview of a new technology they are developing. This technology is in early development but has the potential of detecting manmade objects from the surrounding natural terrain.

MR. DANIEL CRONIN, Central Regional Manager, presented background information on Autometric, a division of Boeing Aircraft.

MR. PAUL ROBERTS, (Lt Col, USAF Ret.) Director of Reconnaissance Operations Department, presented a briefing on their new technology that may help move CAP into the Twenty-first Century in the areas of training and the emergency services mission.

MR. PAUL McGUIRE gave a computer demonstration of visualization technology.

AGENDA ITEM 4

ET-01-0301

Information

**SUBJECT: National Staff College Update
Col Pearson – NSC Director**

INFORMATION BACKGROUND:

Col Pearson will brief the National Board on National Staff College, results of the 2000 College and the expectations of the 2001 College.

MR. JIM MALLETT/ET briefed the background and current status of the National Staff College.

COL ERNEST PEARSON reported on the 2000 National Staff College and provided a copy of the Director's Report to the National Board.

AGENDA ITEM 5

ET-02-0301

Information

**SUBJECT: Aerospace Education Foundation
Brig Gen Bobick – CAP/CC**

INFORMATION BACKGROUND:

Maj Gen Dick Goetze, USAF (Ret) will address the National Board concerning the Aerospace Education Foundation and their relationship with Civil Air Patrol.

RICHARD B. GOETZE, JR., (Maj Gen, USAF Ret.), President of the Aerospace Education Foundation, presented a slide briefing on the goals of AEF. One of these is to work with CAP and other organizations to help educate the public on aerospace issues and to develop the aerospace leadership.

AGENDA ITEM 6

EX-01-0301

Information

**SUBJECT: Air Force Association
Brig Gen Bobick – CAP/CC**

INFORMATION BACKGROUND:

Brig General Frederick A. “Rick” Zehrer, III, USAF (Ret) will address the National Board concerning the past and future relationship between the Air Force Association and Civil Air Patrol.

BRIG GEN FREDERICK A. “RICK” ZEHRER, USAF (Ret), President, Alabama Chapter of AFA, presented a briefing and encouraged CAP board members to make major use of local Air Force Association chapters and educate them on what CAP does for the local community and nation.

AGENDA ITEM 7

XP-02-0301

Information

**SUBJECT: Committee Reports
Brig Gen Bobick – CAP/CC**

INFORMATION BACKGROUND:

- | | |
|---|--------------|
| 1. Finance Committee | Col Kauffman |
| 2. Development Committee (Atch 1) | Col Convery |
| 3. Operations Committee | Col Skiba |
| 4. Education & Training Committee | Col Pearson |
| 5. Governance Committee | Col Franklin |
| 6. Strategic/Tactical Evaluation & Planning Committee | Col Tobey |

1. FINANCE COMMITTEE (Col Kauffman)—NEGATIVE REPORT

2. DEVELOPMENT COMMITTEE (Col Convery):

MS. PARKER/DPM, with approval of the board, briefed the proposals contained in the report.

COL FAKE/SWR moved that all items recommended by the development committee be addressed separately and voted on individually.

MOTION CARRIED.

CAP Development Committee Minutes, 19 December 2000:

Paragraph 4.a. Authorization to Wear Ranger Devices on the BDU Uniform.

The Committee recommends the NEC/NB approve the wear of a special activity patch for Hawk Mountain and ask the Pennsylvania wing to submit a patch design for approval.

MOTION FAILED.

SCORSINE/WY moved, COL WEISS/PA seconded the motion to reconsider the previous vote due to the omission of discussion.

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The parliamentarian ruled that since there was no discussion on the original question, the question was still open.

COL FRANKLIN/AK moved, COL KING/IL seconded the motion to call for the question. (Clarification: I move for the previous question, which means to stop discussion and vote).

COL SCORSINE/WY moved to table the question.

The parliamentarian ruled that Col Franklin's motion took precedence over Col Scorsine's motion because it was already on the floor.

MOTION CARRIED.

COL SCORSINE/WY moved to table the question until the August 2001 National Board meeting.

The parliamentarian ruled that the vote on the floor is to vote for the committee recommendation. The committee chair was asked to restate the motion.

COL FAKE/SWR moved that the National Board approve the wear of a special activity patch for Hawk Mountain and ask the Pennsylvania wing to submit a patch design for approval. (Col Fake noted that the committee was advised that no device was ever approved for the PA Wg. Gen Bobick noted that many other squadrons and wings have also worn unauthorized devices)

MOTION FAILED. (3 abstentions)

LATER IN THE MEETING, **COL LAWSON/MO moved, COL GLASGOW/IA seconded** the motion to reconsider the vote on item 4.a. of the development committee Minutes, 19 December 2000.

MOTION CARRIED.

COL LAWSON/MO moved to amend, COL GLASGOW/IA seconded the amendment that the NEC/National Board approve the wear of a special activity patch for Hawk Mountain with the provision that the patch not use the word "RANGER" and ask the Pennsylvania wing to submit a patch design for approval.

MOTION CARRIED.

FOLLOW-ON ACTION: PA Wg will submit proposed patch design to the development committee.

Paragraph 4.b. Grade Insignia on the BDU Cap.

The committee felt that this was a better alternative and recommended the NEC/NB approve ultramarine blue and white embroidered flight cap device for wear by senior members on the BDU cap and BDU baseball cap.

MOTION FAILED.

CAP Development Committee Minutes, 25 January 2001:

Paragraph 4.a. Recognition of CAP senior members who hold NCO grades and authorization of special NCO grade insignia.

- (1) Enlisted ranks allowed to wear mess dress uniform .

COL BOWLING/CV moved, COL CHARLES/GLR seconded the motion that the National Board approve wearing of Mess Dress for NCO grades.

MOTION CARRIED.

- (2) Embroidered gray epaulets and collar chevrons for NCO grades.

COL BOWLING/CV moved, COL CHARLES/GLR seconded the motion that the National Board approve embroidered gray epaulets and collar chevrons for NCO grades.

MOTION CARRIED.

- (3) Enlisted flight cap device. NO ACTION REQUIRED—remains status quo.

Paragraph 4.b. Action was proposed under Agenda 11, which was withdrawn.

Paragraph 4.c. Uniform subcommittee report and proposals for NB consideration:

- (1) Recommend eliminating the wear of BDUs and flight suits without grade insignia by members who do not meet the weight or grooming standards.

COL TOWNSEND/SC moved, COL GROSHONG/PACR seconded the motion to table until we have an opportunity to investigate an alternative uniform and will be reported back to the August 2001 National Board.

MOTION TO TABLE CARRIED.

- (2) Recommend eliminating the wear of the black blazer nametag on the aviator shirt combination.

MOTION CARRIED.

(3) Recommend eliminating the white screen-printed golf shirt.

MOTION CARRIED.

(4) Recommend asking the Air Force for permission to remove the wing patch from the AF lightweight blue jacket, all-weather coat, raincoat, and both sweaters.

MOTION CARRIED.

FOLLOW-ON ACTION. For all approved uniform changes: DP will notify the field and make changes to regulations.

3. OPERATIONS COMMITTEE (Col Skiba):

COL SKIBA gave a report on the status of items referred to the operations committee.

- a. Proposal from Col Courter/MI to look at GPS database subscription options.
- b. From the Nov 2000 NEC, the integration of the rapid response committee and the Madras Fault exercise committee. Referred to sub-committee. Col Thommie Herndon gave an interim sub-committee report.
- c. Wing management utilities computer program proposed by Col Groshong/PACR. Referred to sub-committee.
- d. 406 MHz ELT. Action under Agenda Item 9.

4. EDUCATION & TRAINING COMMITTEE (Col Pearson). Report was given under Agenda Item 4.

5. GOVERNANCE COMMITTEE (Col Franklin)—NEGATIVE REPORT

6. STRATEGIC/TACTICAL EVALUATIONS & PLANNING COMMITTEE (Col Tobey). Report and action considered under Agenda Item 8.

AGENDA ITEM 8

XP-03-0301

Action

SUBJECT: CAP Strategic Plan
Col Tobey – Strategic/Tactical Evaluation & Planning Committee Chair

INFORMATION BACKGROUND:

The strategic plan submitted for consideration is a product of the STEP committee, early senior leaders off-sites and collaboration with board members and staff. This plan is one approach to position Civil Air Patrol to take advantage of the most likely future.

The strategy that drives the course is based on two principles. (1) CAP should grow in membership. Our most valuable resources are the volunteer members, and as our greatest resources, we must ensure that we have the resources needed to increase our missions. (2) CAP should provide a more rewarding atmosphere in which to serve. The future will most likely have more demands on the personal time of our senior and cadet members. We believe the quality of life/service issues must be addressed to add value to membership in CAP.

Strategic plans are great tools to be used to communicate the direction of the organization. While the strategic planning process can be followed in most situations, we feel the strategic action plan portion should at least be implemented at the wing level.

Col Tobey will brief the National Board on the suggested action plans. The information presented relates to the strategic action plans that need to be implemented in order to attain our previously approved strategic corporate goals.

PROPOSED NATIONAL BOARD ACTION:

That the National Board approve the strategic action plans presented in the briefing and forward the complete strategic plan to the Board of Governors.

ESTIMATED FUNDING IMPACT:

To be determined.

HQ STAFF COMMENTS:

National Headquarters fully supports this initiative.

COMMITTEE RECOMMENDATION:

See above.

REGULATIONS AND FORMS AFFECTED:

None.

NATIONAL BOARD ACTION:

COL TOBEY presented a slide briefing on strategic action plans proposed for CAP (Atch 2).

COL TOBEY moved that the National Board adopt the strategic plan as presented.

There was an objection to the board members being asked to approve a strategic plan, which they have not yet fully received. It was pointed out that the use of the word “action” in the PROPOSED NATIONAL BOARD ACTION is not what was presented.

COL TOBEY moved to amend the motion that the National Board approve the strategic planning presented in the briefing and once the entire strategic action plan is complete and approved by the National Board, it will be forwarded to the Board of Governors.

MOTION CARRIED.

FOLLOW-ON ACTION: Completed strategic plans to be included in August 2001 National Board agenda for review prior to forwarding to the Board of Governors for approval.

AGENDA ITEM 9

LG-03-0301

Action

SUBJECT: 406 ELT
Col Skiba – Operations Committee Chair

INFORMATION BACKGROUND:

The COSPAS-SARSAT Council has set February 1, 2009 as a firm date to discontinue satellite processing of 121.5 MHz ELT alerts. After that date, SAR satellites will process only 406 MHz ELT signals. This will occur regardless of whether the FAA mandates installation of 406 MHz in U.S. civil aircraft. 406 MHz ELTs with GPS interface will also be far more accurate and reliable than the 121.5 MHz predecessors. The committee believes that as the premier civil aviation search and rescue organization in the United States, the Civil Air Patrol should lead by example in the adoption of this new technology. The committee is, however, also mindful of the need for fiscal prudence in procurement. Therefore, the committee recommends CAP implement a phased acquisition of 406 MHz ELTs with GPS interface, with the goal of having the entire corporate fleet of powered aircraft equipped by no later than 1 Feb 09.

PROPOSED NATIONAL BOARD ACTION:

The National Board recommends the Board of Governors take the following action:

- Adopt the stated goal to equip the entire CAP corporate fleet of powered aircraft with 406 MHz ELTs having GPS interface by no later than 1 Feb 09.
- Authorize the Executive Director, in consultation with the National Finance Officer and the Operations Committee, to accomplish the above goal by negotiating and consummating the purchase and installation of certificated 406 MHz ELTs having GPS interface for the entire CAP corporate aircraft fleet, in accordance with the CAPR 70-1, *CAP Acquisition Regulation*, as follows:
 1. Using appropriated aircraft procurement funds, negotiate, when possible, the installation of such ELTs by aircraft manufacturers on all future purchases of new aircraft.
 2. Using appropriated funds, supplemented if necessary by Aircraft Modernization Account (AMA) funds, acquire and retrofit such ELTs in future aircraft purchased as used and in the remainder of the existing aircraft fleet. Retrofit is to be planned at the rate of 50 aircraft per year, commencing as soon as feasible, with priority being:
 - A. All multi-engine and high performance single engine aircraft (Beaver, C-182, C-206, Maule 235 and comparable), then
 - B. Other powered aircraft in reverse order of aircraft age (newer aircraft get priority over older aircraft), until all aircraft are so equipped.
 3. CAP/LG and CAP/DO shall determine priority for retrofit of individual aircraft within the criteria set forth in paragraph 2, above, in consultation with affected region commanders.

ESTIMATED FUNDING IMPACT:

Total program cost is estimated to be in the neighborhood of \$2M, spread over 8 years. Economies will be realized by buying in bulk. CAP/LGC will explore contractual provisions to enable CAP to take advantage of future reductions in market cost per unit as aircraft operators worldwide order more units to meet the 1 Feb 09 deadline and additional manufacturers enter the market and offer similar products at competitive prices.

HQ STAFF COMMENTS:

National Headquarters fully supports this initiative.

COMMITTEE RECOMMENDATION:

Listed above.

REGULATIONS AND FORMS AFFECTED:

None.

NATIONAL BOARD ACTION:

COL SKIBA moved that the National Board approve the PROPOSED NATIONAL BOARD ACTION.

MOTION CARRIED.

FOLLOW-ON ACTION: The actions recommended by the National Board forwarded to the Board of Governors for approval.

Board of Governors approved item on March 5, 2001. The Board of Governors requested that the National Board handle these types of actions with the information forwarded to the Board of Governors.

AGENDA ITEM 10

LG-04-0301

Action

**SUBJECT: Corporate Aircraft Allocation Formula
Col Floyd - RMR/CC**

INFORMATION BACKGROUND:

The National Executive Committee (NEC) in its November 1997 meeting adopted the policy that on a region basis all corporate aircraft would have to fly an average of 200 hours each year. Each region is responsible to meet this standard two out of three years. Those regions not meeting that average would risk losing aircraft to those regions that exceeded the standard average. The first three-year cycle started in FY98 (1 Oct 97) and ran through FY00 (30 Sep 00). The NEC, in its November 2000 meeting, reviewed the flying hour data for all corporate aircraft. As a result, 11 aircraft from four regions that did not meet the required average for their fleets were transferred to four regions that exceeded the required average.

This has been a corporate move in the right direction to exercise our obligation to properly manage our aircraft fleet. It has also been a valuable lesson learned as we realize that the 200 hour average formula for determining aircraft allocations between regions, and ultimately between wings, does not give adequate consideration to CAP's operational readiness concerns to meet and carry out all of our Congressionally mandated mission requirements. The 200-hour average formula attempted to provide a "one size fits all" to the management and distribution of our airplanes. While that formula is simple and easy to apply, we now know that it does not recognize the broad range of diversity of our wings and regions. Since not all wings are the same in terms of size; type of geography; various mission requirements; federal, state and other agency readiness expectations of tasking; flying weather; population; etc., neither are their airplane requirements the same. In short, the 200-hour average "one size" does not "fit all" wings.

CAP needs to move beyond the arbitrary number of hours flown formula, and develop doctrine that deals with the real world mission needs and operational requirements of CAP and the diverse environments our various wings must operate within. The CAP corporate aircraft fleet is a National asset; entrusted to us to properly and efficiently accomplish our Congressionally mandated missions. Since we currently operate under a self-imposed limit of 530 corporate aircraft, the doctrine and revised formula developed must ensure that the mission needs and operational conditions of our wings are properly addressed so the fleet best serves our nation. As an essential part of this doctrine, a minimum wing baseline allocation of airplanes, below which a wing will never fall, must be established to meet mission and readiness needs.

PROPOSED NATIONAL BOARD ACTION:

Approve the establishment of a corporate aircraft distribution (CAD) committee, to be appointed by the National Commander, with the specific task of developing a comprehensive plan for the distribution of corporate aircraft.

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CAD should consider such factors as emergency services and other Congressionally mandated mission requirements, the diverse operating environments of our wings and regions in which the fleet operates, state and other agency requirements of our wings, historic usage and operational readiness needs. The plan developed must establish a baseline number of airplanes (per wing) necessary to satisfy operational readiness needs.

The CAD committee is to be representative of its members, its customers, and its sponsors and shall consist of at least the following:

- Staff representation from CAP National Headquarters
- HQ CAP-USAF
- Air Force Rescue Coordination Center
- A wing commander from one of the ten wings with the least membership; a wing commander from one of the ten wings with the largest membership; and a wing commander from one of the 32 moderately sized wings in terms of membership
- A state emergency management agency director (or other state agency as appropriate), from a state in which CAP is the primary aviation emergency services asset.

The CAD committee is required to provide the NEC a status briefing at its May 2001 meeting to receive further guidance and direction. The CAD committee will present its comprehensive plan for corporate aircraft distribution to the NB at the August 2001 meeting for their consideration. The CAD committee should be provided funding to survey the wings and regions, conduct telephone conferences, and physically meet together on at least two occasions.

Until such time as CAP adopts a new comprehensive plan for corporate aircraft distribution, a moratorium is placed on further re-allocation of our airplane fleet using the 200-hour regional average formula.

ESTIMATED FUNDING IMPACT:

To be determined.

HQ STAFF COMMENTS:

The recommended committee action will help to satisfy the requirements set forth in paragraphs 5.1.1 and 5.1.2 of the Statement of Work (SOW). Staff recommends approval. However, the proposed open-ended “moratorium” on further re-allocation of the airplane fleet pending completion of the committee’s work conflicts with the requirement in SOW paragraph 5.1.2, which requires the fleet disposition be adjusted biennially. Following consultation with CAP-USAF/CC, staff recommends that instead of implementing a moratorium, the National Board simply bring the nationwide CAP aircraft fleet re-allocation process into the two-year cycle agreed to in the SOW. The first re-allocation having occurred in FY 01, this would mean that no further national re-allocation would be required until FY 03. This should allow the committee ample time to complete its task.

COMMITTEE RECOMMENDATION:

None.

REGULATIONS AND FORMS AFFECTED:

None.

NATIONAL BOARD ACTION:

***COL BUSCHMANN/CO moved, COL GROSHONG/PACR seconded* the motion that the following revised motion (substituted for the PROPOSED NATIONAL BOARD ACTION) be approved. The revised motion reads:**

“That the National Board establish a corporate airplane distribution (CAD) committee to:

“Develop airplane fleet requirement standards to substantiate total fleet size, acquisition, assignment (distribution to each wing), use, and disposal of airplanes. Requirement standards shall take into account factors such as wing size, wing mission, response time, historic usage, operational readiness, state and other agency commitments of the wing, and geographic, topographic, meteorological/climatological and demographic characteristics of the wing’s area of operation.

“Establish an airplane utilization rate to support all of CAP’s congressionally assigned missions and detailed procedures for computation and application of that rate as a basis for reallocation of airplanes.

“The committee to include:

CAP National Commander appointees:

- 1. A current or immediate past region commander as chair,**
- 2. A wing commander from one of the ten wings with the least membership,**
- 3. A wing commander from one of the ten wings with the largest membership, and**
- 4. Two wing commanders from the 32 moderately sized wings in terms of membership.**

Air Force representative:

- 5. CAP-USAF/CC or designated representative.**

CAP National Headquarters staff:

- 6. CAP/EX or designated representative,**
- 7. CAP/DO or designated representative, and**
- 8. CAP/LG or designated representative.**

“Further, that a budget in the amount of \$7,500 be provided to the committee with direction to brief the NEC on its progress at its May 2001 meeting and present its

recommendations to the National Board at its August 2001 meeting.

“Finally, that the CAP corporate airplane fleet re-allocation cycle be adjusted from the present annual cycle to coincide with the biennial cycle contained in the cooperative agreement and statement of work between CAP and the Air Force, the next re-allocation to occur during FY03.”

COL BOWLING/CV moved to amend the motion, COL KAUFFMAN/NFO seconded the amendment to delete the last paragraph of the motion.

MOTION TO AMEND CARRIED.

MOTION, AS AMENDED, CARRIED.

COL KAUFFMAN/NFO stated that this would be an un-funded item.

FOLLOW-ON ACTION: The National Commander appoint wing commander CAD committee members and resolve the issue of funding. This item to be included on the May 2001 NEC agenda (progress report), and on the August 2001 National Board agenda (recommendations of the CAD committee).

AGENDA ITEM 11

DP-01-0301

Action

**SUBJECT: Cloth Name Patch for Flightsuits
Col Charles - GLR/CC**

INFORMATION BACKGROUND:

USAF, USAFR and ANG aircrews have worn embroidered cloth name patches for over a decade. These patches are authorized through supplements to the USAF AFI 36-2903, the AF equivalent of our uniform manual (CAPM 39-3). In order to promote unit morale and esprit de corp, cloth name patches may be authorized by local commanders, from MAJCOMs down to the squadron level. Typically, these patches use colors that are taken from a unit patch and are standardized throughout the unit.

The USAF has also transitioned from officers wearing plastic encased rank on flightsuits and flight jackets, to cloth sew-on rank to enhance safety in and around aircraft.

At attachment 2 are sections of Air Mobility Command (AMC) and Air Force Reserve Command (AFRC) supplements to USAF AFI 36-2903.

PROPOSED NATIONAL BOARD ACTION:

The National Board recommends the Board of Governors take the following action:

1. Approve the wear of cloth name patches on flight clothing and individual wing commanders would determine the approved color combinations for each wing.
2. Authorize the replacement of plastic enclosed rank, with sew-on cloth (ultramarine blue/white or subdued) rank through attrition and replacement of flight clothing.

ESTIMATED FUNDING IMPACT:

To be determined.

HQ STAFF COMMENTS:

CAP-USAF: If approved by the National Board and Board of Governors, this item will have to be sent to the USAF for final authorization.

COMMITTEE RECOMMENDATION:

The Development Committee reviewed this proposed item. The majority of the Committee felt that this change would not provide any real benefit to the membership and could cause confusion in the field. The Committee recommends the National Board disapprove this item.

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REGULATIONS AND FORMS AFFECTED:

CAPM 39-1, *CAP Uniform Manual*

NATIONAL BOARD ACTION:

COL CHARLES/GLR withdrew this agenda item to allow further consideration by the development committee.

AGENDA ITEM 12

DP-02-0301

Action

**SUBJECT: Change to CAP Senior Rank Structure
Brig Gen Bobick – CAP/CC**

INFORMATION BACKGROUND:

In November 2000, the National Executive Committee passed an agenda item that proposed a change to the CAP senior rank structure. The proposed changes are to be brought before the winter 2001 National Board in March.

PROPOSED NATIONAL BOARD ACTION:

The National Board recommends the Board of Governors take the following action:

Request Air Force approval of the proposed senior rank structure as follows:

National Commander-	Lieutenant General
National Vice Commander-	Major General
National Chief of Staff-	Brigadier General
National Legal Officer-	Brigadier General
National Finance Officer-	Brigadier General
National Controller-	Brigadier General
Eight CAP region commanders-	Brigadier General

ESTIMATED FUNDING IMPACT:

To be determined.

HQ STAFF COMMENTS:

CAP-USAF: Non-concur.

COMMITTEE RECOMMENDATION:

REGULATIONS AND FORMS AFFECTED:

CAPR 20-1, *Organization of Civil Air Patrol*; CAPR 35-5, *CAP Officer and Noncommissioned Officer Appointments and Promotions*.

NATIONAL BOARD ACTION:

GEN BOBICK stated that this item comes from committee, that the NEC is attempting to realign the senior ranks to be more in line with other volunteer and auxiliary organizations in the country, and is on the floor for discussion.

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COL TODD/TX moved, COL SALZMAN/ID seconded the motion to table this item until the 2009 summer National Board Meeting. (The 2009 date would allow CAP time to rebuild its relationship with the Air Force. Also, in those intervening years, the Air Force would have the opportunity to create and offer this kind of rank structure to CAP).

MOTION CARRIED.

AGENDA ITEM 13

DP-03-0301

Action

**SUBJECT: Pacific/Rocky Mountain Region Dues Increase
Col Groshong - PACR/CC and Col Floyd - RMR/CC**

INFORMATION BACKGROUND:

To better serve the members of the Pacific and Rocky Mountain regions, a region dues increase is needed. The vast amount of territory that makes up these regions mean that travel is by far our biggest expense. Nothing can replace person-to-person contact when dealing with training and personnel issues. It is impossible for us to support region staff visits at an adequate level to our wings under the existing dues structure. With the proposed increase in senior dues we will be better able to support the membership of our regions.

The requested addition of cadet dues to the region will enable us to pay a portion of the expenses incurred by cadets participating in regional and national activities. All funds collected from cadet members will be restricted for use by the cadets.

PROPOSED NATIONAL BOARD ACTION:

Approve a \$2 increase in senior dues and a \$1 increase in cadet dues for all members within the Pacific and Rocky Mountain regions.

ESTIMATED FUNDING IMPACT:

None, if change is effective with the beginning of the new fiscal year.

HQ STAFF COMMENTS:

If adopted, National Headquarters suggests that it not become effective until 1 October 2001.

COMMITTEE RECOMMENDATION:

REGULATIONS AND FORMS AFFECTED:

NATIONAL BOARD ACTION:

COL GROSHONG/PACR moved, COL FLOYD/RMR seconded the motion that the National Board approve a \$2 increase in senior dues and a \$1 increase in cadet dues for all members within the Pacific and Rocky Mountain regions, effective 1 October 2001.

MOTION CARRIED.

FOLLOW-ON ACTION: Notification to the affected regions, and change to computer data programs and CAP regulations.

AGENDA ITEM 14

CP-01-0301

Action

**SUBJECT: Cadet Orientation Flight Program
Mr. Bean – HQ CAP/CP**

INFORMATION BACKGROUND:

Currently the reimbursed Cadet Orientation Flight program is based on a 9-ride syllabus in powered aircraft with a programmed sortie length of ½ hour. Five of those rides are in the front seat and four are in the rear seat. In addition, orientation glider flights are reimbursed. The powered flight reimbursement rates are based on the number of cadets in the aircraft: \$25 for the cadet in the front seat and \$5 per cadet in the back seat. Glider orientation flights are reimbursed at a rate of \$25 per flight. In FY00, CP reimbursed approximately 22,000 sorties (including about 5,000 glider sorties) at a cost of \$205, 204. The budget for FY01 is \$250,000.

Basing the reimbursement rate on the number of cadets on a flight overlooks three important cost factors: 1) with the best efforts, often orientation flights take slightly longer than the programmed ½ hour; 2) the rate doesn't cover the ferry time for repositioning the aircraft; and 3) the costs for glider airborne tows are not adequately covered.

Cadet Programs proposes that cadet orientation flights be reimbursed at the standard hourly rates published in CAPR 173-3 and that aircraft ferry time and tow plane use be reimbursed.

CAP Form 77 outlines the procedures for the program and acts as the syllabus for the orientation flights. The glider portion of the syllabus in the form 77 is very limited. Since CAP's glider program is growing rapidly, it is time that the glider orientation flight program has a more structured approach with its own guidelines and syllabus.

Cadet Programs proposes that the orientation flight program be divided into two tracks: one powered and one glider and that CAPF 77 be rewritten to reflect an appropriate syllabus for each. Each track would consist of five rides. The five powered flights would all be in the front seat and average an hour in length. Units will be encouraged to fill the backseats with as many cadets as appropriate for the aircraft.

The new reimbursable cadet orientation-flying program would take effect 1 July 2001.

PROPOSED NATIONAL BOARD ACTION:

Approve a motion that directs Cadet Programs to revise the Cadet Flight Orientation program to reflect a powered and a glider track, and to establish the procedures for reimbursement rates for Orientation Flights at the normal hourly rate in CAPR 173-3 that includes ferry time and tow plane usage.

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ESTIMATED FUNDING IMPACT:

No additional funding for the flights is anticipated for the remainder of FY01. If we reach our FY01 budget of \$250,000, we will stop flying orientation rides. At that time we will be in a better position to estimate if an increase in the budget is warranted.

Approximately \$1800 would be needed to reproduce and distribute a new CAPF 77.

Approximately \$216 would be needed to reproduce a revised CAPF 7 to conform to the new procedures.

COMMITTEE RECOMMENDATION:

None.

REGULATIONS AND FORMS AFFECTED:

CAPF 77, *Cadet Flight Orientation Program Syllabus*, CAPF 7, *Cadet Listing of Special Activities*, CAPR 60-1, *CAP Flight Management*, and 52-16, *Cadet Program Management*.

NATIONAL BOARD ACTION:

COL CHARLES/GLR moved, COL MURRELL/OH seconded the motion that the National Board approve the PROPOSED NATIONAL BOARD ACTION.

MOTION CARRIED.

FOLLOW-ON ACTION: Revision to cadet flight orientation program by CP, notification to the field, and change to CAP forms and regulations.

AGENDA ITEM 15

GC-01-0301

Action

**SUBJECT: CAP Constitution Amendments
Brig Gen Bobick – CAP/CC**

INFORMATION BACKGROUND:

Civil Air Patrol recently adopted a new Constitution to bring CAP in line with the new federally mandated CAP structure. However, additional minor changes to the CAP Constitution are required to comply with the new law.

PROPOSED NATIONAL BOARD ACTION:

The National Board recommends that the Board of Governors make the following changes to the CAP Constitution:

- Article II – correct the name of the Corporation to “Civil Air Patrol” in order to conform to 36 USC 40301.
- Article V objects and purposes of CAP – Paragraph 1b add after “To” “provide an organization to” in order to conform to 36 USC 40302.
- Article V objects and purposes of CAP – add new paragraph f. to say “f. To assist the Department of the Air Force in fulfilling its noncombat programs and missions.” This is in order to conform to new provisions of 36 USC 40302.
- Article IX 2. d. Term of CAP “at large” appointees to the Board of Governors. – Change “four year term” to “three-year term”, to correspond to SAF appointee’s term.
- Article X – delete paragraph 2a and renumber the remaining paragraphs to conform to the new 10 USC 9447(e)(2). The National Board does not have the power to ratify amendments to the Constitution and Bylaws.
- Article XIV – in paragraph e change “four” to “three” (term of region commander).
- Article XIV – in first paragraph f, change “three” to “two” (term of wing commander after probationary year).
- Article XIV – change second paragraph f to paragraph g (numbered wrong).
- Article XIX – in paragraph 1, change “two thirds” to “a majority” and change “authorized positions” to “members” in order to conform to new 10 USC 9447(e)(2) (vote of Board of Governors required to approve amendments to Constitution and Bylaws).
- Article XVI – change paragraph 1 – insert “of membership” after “suspension” (to clarify that the MARB does not have jurisdiction in other types of suspensions).

ESTIMATED FUNDING IMPACT:

None.

HQ STAFF COMMENTS:

None.

COMMITTEE RECOMMENDATION:

See above.

REGULATIONS AND FORMS AFFECTED:

CAPB, *Constitution and Bylaws of the Civil Air Patrol*.

NATIONAL BOARD ACTION:

GEN BOBICK stated that the motion to approve the PROPOSED NATIONAL BOARD ACTION comes from committee and is open for discussion. (There are 10 recommended changes to the CAP Constitution—administrative and those required to comply with the new statute.)

COL MURRELL/OH moved to amend, COL PROUTY/NER seconded the amendment that each item be considered separately and be voted on individually.

MOTION TO AMEND CARRIED.

Item 1. Article II. **MOTION CARRIED.**

Item 2. Article V, paragraph 1b. **MOTION CARRIED.**

Item 3. Article V, paragraph f. **MOTION CARRIED.**

Item 4. Article IX, 2.d. **MOTION CARRIED.**

NOTE: There was clarification that this Item is not a required change to comply with the new law.

COL CHARLES moved to reconsider, COL TODD/TX seconded the motion to reconsider item 4.

MOTION CARRIED.

COL CHARLES/GLR moved to amend, COL TODD/TX seconded the amendment that the National Board strike Item 4.

MOTION TO AMEND CARRIED.

Item 5, Article X.

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NOTE: It was noted that the US Congress—not the Air Force or CAP—changed the right of ratification of the CAP Constitution and Bylaws from the National Board to the Board of Governors.

COL CHARLES/GLR moved to table, COL FRANKLIN/AK seconded the motion to table item #5. Also a message be sent from the National Board to the Board of Governors that they are in direct opposition to this and recommend that the BOG work this issue to have it reversed, and to respond with their opinion at the August 2001 National Board meeting.

MOTION TO TABLE FAILED.

COL ANGEL/MS moved to amend, COL MURRELL/OH seconded the amendment that the National Board request that the Board of Governors create and submit to the Congress of the United States, such proposed legislation as to allow the National Board a right of ratification of Board of Governors' changes to the CAP Constitution and Bylaws.

MOTION TO AMEND CARRIED.

FOLLOW-ON ACTION. National Commander submit National Board request to the Board of Governors.

Item 6. Article XIV, paragraph e.

NOTE: There was clarification that this Item is not a required change to comply with the new law.

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MOTION FAILED. Item 6 will be deleted.

Item 7. Article XIV, paragraph f.

NOTE: There was clarification that this Item is not a required change to comply with the new law.

MOTION FAILED. Item 7 will be deleted.

Item 8. Article XIV, paragraph g. **MOTION CARRIED.**

Item 9. Article XIV, paragraph l.

COL ANGEL/MS moved to amend, COL MURRELL/OH seconded the amendment that the National Board request that the Board of Governors create and submit to the Congress of the United States, such proposed legislation that would require a two-thirds majority of the Board of Governors to change the CAP Constitution.

MOTION CARRIED.

FOLLOW-ON ACTION: National Commander submit National Board request to the Board of Governors.

Item 10. Article XVI, paragraph 1.

MOTION CARRIED.

AGENDA ITEM 16

GC-02-0301

Action

**SUBJECT: CAP National Board Appointment
Col Moore - CAP/CC**

INFORMATION BACKGROUND:

The Civil Air Patrol Chaplain Service is a large cohesive group of volunteers in the CAP with diverse responsibilities. Currently, there are over 650 chaplains in the CAP. The CAP National Chief of Chaplain Service serves the National Commander and the National Board as staff chaplain yet is not a member of the National Board. As a consequence he is unable to apprise that body, while it is in session, of pertinent issues or answer questions involving moral issues that impact the CAP.

Chaplains have responsibilities at every level of command in CAP that are perhaps more direct and personal than any other department. They are actively involved as staff members at every level of command beneath the National command structure. As stated in CAPP 265-4 p.6, the National Chief of Chaplain Service is staff advisor to both the National Commander and to the National Board on matters of religion, morals, ethics and the well being of CAP personnel. As a member of the National Board, the National Chief of Chaplain Service would be strategically positioned to carry out his assigned duties.

PROPOSED NATIONAL BOARD ACTION:

The National Board recommends the Board of Governors take the following action:

Change the Constitution and Bylaws to make the Civil Air Patrol National Chief of Chaplain Service a non-voting National Board member.

ESTIMATED FUNDING IMPACT:

None.

HQ STAFF COMMENTS:

None.

COMMITTEE RECOMMENDATION:

None.

REGULATIONS AND FORMS AFFECTED:

CAPB, Constitution and Bylaws of the Civil Air Patrol and CAPP 35-1, Listing of CAP National Committees, Boards and Councils.

NATIONAL BOARD ACTION:

COL KAUFFMAN/NFO moved, COL TOWNSEND/SC seconded the motion that the National Board approve the **PROPOSED NATIONAL BOARD ACTION** with a change to add the words, “and NEC.” The amended proposed action reads: “The National Board recommends the Board of Governors take the following action: Change the Constitution and Bylaws to make the Civil Air Patrol National Chief of Chaplain Service a non-voting National Board and NEC member.”

MOTION CARRIED.

FOLLOW-ON ACTION. National Commander submit National Board recommendation to the Board of Governors for action.

Board of Governors approved item on March 5, 2001.

AGENDA ITEM 17

Action

SUBJECT: Old Business

1. ITEM: Employee Identification Number (EIN) Status

COL BOWLING/CV reminded the NB that an EIN committee (Col Bowling, Col Skiba, Col Groshong, Col Richards, and D. J. Bartlett) was appointed at the August 2000 National Board meeting to deal with the EIN and employee issues. The committee has met several times and asked that Col Scott Richards be allowed to brief and give the committee action report.

COL RICHARDS/DP reviewed the background of this issue. The IRS determined that CAP and all its sub-units are considered one corporation and would have only one EIN. As a side issue, all wing employees must be considered as national employees. In resolving this issue, the committee dealt with three issues:

- a. To ensure that the employee/employer relationship meet all the requirements of the law.
- b. To ensure that each wing employee is paid in accordance with state and federal law.
- c. To ensure that any benefits provided meet the requirements of the law.

He noted that currently there are 34 wing employees in 20 wings being paid from local state funds. All of the pay and benefit issues involved in transitioning these wing employees to a national status have been resolved, in consultation with CAP's providers, legal counsel (local counsel and counsel on retainer), and accountants.

COMMITTEE RECOMMENDATIONS:

- a. The National Commander asks the Executive Director to designate the wing employees as a separate group.
- b. That the Executive Director asks the Director of Personnel to take the administrative steps necessary to ensure that wing employees become national employees.
- c. That the Executive Director asks the Director of Finance to begin paying wing employees as soon as practicable.

GEN BOBICK requested a vote of the Board of Directors to make this recommendation to the Executive Director.

MOTION CARRIED.

FOLLOW-ON ACTION. Action on the approved committee recommendations.

2. ITEM: Col Porco

COL GROSHONG/PACR moved, COL CHARLES/GLR seconded the motion that California wing member, Col Angelo Porco, be allowed to address the National Board.

MOTION FAILED (3 abstentions).

The abstentions were from Col Richard Bowling/CV, Col Dennis Parkhurst/AF Senior Advisor, and Col Andrew Skiba/NC. Note: the National Commander only votes to resolve ties (an even yea and nay vote).

AGENDA ITEM 18

Action

SUBJECT: New Business

1. ITEM: Status of Liaison Officers (LO)

COL MURELL/OH stated that the LOs are vital to the CAP wings and expressed concern about the transition of the LO structure from CAP back to the Air Force. He pointed out that they were promised a lot of communication and answers, which he felt they didn't get. He added, "I think that we have to understand the value of these people and we need for the Board of Governors to understand the value of the LOs. We need to support them anyway that we can in a process that is best for them."

COL MURRELL/OH moved, COL SMITH/VA seconded the motion that the National Board recommend that the Board of Governors recognize the great value of the LO staff to Civil Air Patrol and work with the Air Force to establish a fair and viable method of employment and compensation, in a timely manner.

COL PARKHURST explained that what might have appeared as non-communication with the LOs was due to legal requirements in the process of negotiating employment issues. He assured the board that this matter is a number one priority with him and he is doing everything possible to ensure success of this transition to best serve the LOs, CAP, and the Air Force.

MOTION CARRIED.

FOLLOW-ON ACTION. National Commander submit National Board recommendation to the Board of Governors.

2. ITEM: Flight Clinics

COL FRANKLIN/AK stated that the costs associated with Flight Clinics need to be reviewed (reimbursement of \$20 raised to \$40), and recommended that this item be referred to committee.

GEN BOBICK, with concurrence of the National Board, referred this item to committee.

FOLLOW-ON ACTION. Col McMillan/CS will refer action on this item to the operations and finance committees

3. ITEM: Fuel Costs

COL FRANKLIN/AK recommended that, in view of the significant increasing costs of fuel,

CAP return to an actual reimbursement of the cost of fuel plus maintenance, instead of a rate per hour. He recommended that this item also be referred to committee.

GEN BOBICK, with concurrence of the National Board, referred this item to committee.

FOLLOW-ON ACTION. Col McMillan/CS will refer this item to the operations and finance committees.

4. ITEM: Status of Aircraft for 200-hour Average

COLMEIGHAN/SER recommended that all aircraft that are in legitimate maintenance be exempted from the 200-hour average per region.

It was noted that the corporate airplane distribution (CAD) committee, established by the National Board on 2 March 2001, has already been tasked to work this issue.

5. ITEM: Clarification of Terms of Board of Governors

COL NEWELL/WA expressed concern that, except for the ex officio members, the terms of the other members of the Board of Governors will expire at the same time, and asked if there was a way to stagger those terms.

GEN BOBICK explained the probable terms of all of the members of the BOG:

Three—one from government, one from industry, and one from academia. Their 3-year terms will all expire at the same time. They were appointed 27 Feb 2001. Since these are volunteers, there may be some attrition because of circumstances.

Three of the four Air Force positions are ex officio, and will serve while in that position. The fourth Air Force position is appointed for 3 years.

Of the four CAP positions, two are ex officio, and will serve while in that position. The two at-large CAP members have 4-year terms, unless one or both leave early due to circumstances.

6. ITEM: Communications—Slow-Scan Transmission Restriction

COL MULLELL/OH referenced a communications from the National Headquarters Director of Communications, which mandated that the only transmission through the CAP radios in the aircraft will be voice, and will not allow slow-scan to be transmitted for 72 seconds through a CAP radio. He did not agree that a 72-second interruption would be a safety factor.

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GEN BOBICK requested an assurance from CAP/DO to the National Board that there will be a quick reversal on this matter. The CAP/DO agreed to look into this matter and resolve the issue.

7. ITEM: CAPR 60-3, Emergency Services

COL MURRELL/OH expressed concern about a requirement in the DRAFT CAPR 60-3 for the completion of 101 cards within 90 days of the issuance of the regulation. He recommended a longer period of time for the changeover from the old 101 cards to the new 101 cards, beyond 15 March.

COL SALZMAN/ID asked for clarification on the requirement in the DRAFT CAPR 60-3 that all 101 cards would be renewed for 2 years from the time of publication of the regulation.

GEN BOBICK provided the following resolution:

a. DO has agreed that the 15 March 2001 date be deleted, the effective date of the regulation will be when published, and the time period for changing 101 cards will be 180 days rather than 90 days.

b. DO has agreed to send out a message in clarification of the 2-year renewal of 101 cards. The National Board accepted the above resolution.

8. ITEM: 60th Anniversary Gala

GEN BOBICK asked that Mary Nell Crowe be allowed to brief this item.

SEE ATTACHED AGENDA ITEM (Atch 3).

COL BOWLING/CV moved, COL TODD/TX seconded the motion that the National Board approves the PROPOSED NATIONAL BOARD ACTION and ESTIMATED FUNDING IMPACT.

MOTION CARRIED.

9. ITEM: Recognition of Wilderness Related NESA Skills

COL SCORSINE/WY moved, COL GREENHUT/NY seconded the motion that the National Board task the development committee design appropriate forms of uniform recognition for members learning and mastering wilderness related National Emergency Services Academy skills and for attendance at Hawk Mountain. The committee should work in conjunction with cadet programs, the emergency services curriculum committee, Hawk

Mountain national cadet special activity, the Pennsylvania wing and those other wings,

which have adopted “ranger”, style programs. A report is to be submitted to the August 2001 National Board.

MOTION CARRIED.

FOLLOW-ON ACTION: Col McMillan/CS will refer this item to the development committee. **NOTE:** Gen Bobick clarified that the tasking is for the committee to consider and recommend a CAP uniform device that will recognize forms of wilderness training and the levels thereto.

10. ITEM: Draft of Long-Term Objectives

COL WALDORF/NCR requested that Col Tobey be allowed to speak and clarify some of these objectives.

COL TOBEY, with the concurrence of the National Board, noted that the events, phases, and accomplishments down the left side of the matrix of the DRAFT long-term objectives are not necessarily in priority order.

11. ITEM: National Board Badge

COL ANGLE/MS asked that the National Board for an update on the current status of the National Board badge.

GEN BOBICK briefed that the design has been approved (same as NEC badge with change of name and the use of silver instead of gold color).

MS. PARKER/DPM provided a picture for review and stated that procurement is in a working stage.

12. ITEM: Video of Newscast in Colorado

COL BUSCHMANN/CO asked that a 5-minute video be shown. The video is an excerpt of a live broadcast by a local television station covering a CAP emergency services training operation in Colorado.

GEN BOBICK agreed that the National Board members should view this video to show what could be done in every state.

NOTE: Before the video was shown, the Director of Mission Support agreed to look into making copies for board members, if the budget allows. There was a suggestion from the floor that the video be digitized and put on the net.

ADMINISTRATIVE/ANNOUNCEMENTS/INVITATIONS/APPRECIATION

1. CAP Historical Web Site

GEN BOBICK announced that there is a CAP historical web site:
HYPERLINK <http://www.history.nhq.cap.gov>

2. Chaplain Service Recruiting Brochure

GEN BOBICK announced that copies of the new Chaplain Service recruiting brochure are available for board members to take back to their units. The brochures are also available at National Headquarters for mailing upon request. He encouraged their use.

3. Appreciation to Col Parkhurst

COL THOMPSON/OR, on behalf of the National Board, expressed appreciation to Col Parkhurst for his outstanding support of Civil Air Patrol.

COL PARKHURST received a standing ovation from the other National Board members.

4. Invitation to Summer National Board Meeting

COL CHARLES/GLR extended an invitation to the August 2001 National Board meeting and encouraged everyone to attend.

5. Appreciation to National Headquarters Staff

COL CHARLES/GLR noted some very special items that have emanated from the National Headquarters, especially in the areas of aerospace education and emergency services, during the last year that puts CAP on a professional track. He recommended that the National Board recognize the efforts of the national staff.

GEN BOBICK agreed. He stated: "I too, as the chairman want to publicly recognize the absolutely superb work accomplished by the national staff. Everyone, staff and volunteers, are working together as a team. It is a totally coordinated effort and all of us are seeing the excellent products that are coming from the national staff and that is possible because we understand and support what teamwork means. I would like to publicly recognize the entire staff as being absolutely superior and we thank you. A special thanks is appropriate for the unbelievably excellent performance of our Executive Director, Bob Brooks."

The staff received a standing ovation from the National Board members.

THE NATIONAL BOARD WENT INTO EXECUTIVE SESSION

THE NATIONAL BOARD RETURNED TO OPEN SESSION

COL FAKE/SWR moved, COL McCONNELL/NAT CAP seconded the motion that the National Board adjourn.

THE NATIONAL BOARD ADJOURNED AT 2:55 PM, SATURDAY, 3 MARCH 2001.